

ALLAN BOND

Charles Allan Bond was born in 1893 in Rochdale, the son of Charles Bond of Spilsby and Elizabeth Bond. In 1901 the family, including daughters Ivy and Ruby, were living in Hirsted Cottages, Halifax Road, Wardle, Lancashire where Charles senior was a coachman.

Charles senior had been born in Spilsby in 1867 and was living with his family in Dalby Road, Partney in 1881. The 1911 Census shows the family living in Partney. Charles is now a baker & grocer with Charles junior assisting him in the business.

On 8th May 1912, Charles and his father left London on board the Mamari bound for Sydney, Australia. Charles Allan Bond gave his occupation as a labourer.

Name of Ship		Date of Departure		Where Bound	
Mamari		9 May 1912		New Zealand	
NAMES AND DESCRIPTIONS OF BRITISH PASSENGERS EMBARKED AT THE PORT OF London					
No.	Name	Age	Sex	Occupation	Ticket No.
26	Mr. Fisher	57	Male	Labourer	29
27	Mr. Jones		Male	Labourer	28
28	Mr. Smith		Male	Labourer	42
29	Mr. do		Male	Labourer	35
30	Mr. Thompson		Male	Labourer	32
31	Mr. Bond		Male	Labourer	31
32	Mr. do		Male	Labourer	32
33	Mr. do		Male	Labourer	18
34	Mr. do		Male	Labourer	12
35	Mr. do		Male	Labourer	21
36	Mr. do		Male	Labourer	41
37	Mr. do		Male	Labourer	41
38	Mr. do		Male	Labourer	41
39	Mr. do		Male	Labourer	41
40	Mr. do		Male	Labourer	41
41	Mr. do		Male	Labourer	41
42	Mr. do		Male	Labourer	41
43	Mr. do		Male	Labourer	41
44	Mr. do		Male	Labourer	41
45	Mr. do		Male	Labourer	41
46	Mr. do		Male	Labourer	41
47	Mr. do		Male	Labourer	41
48	Mr. do		Male	Labourer	41
49	Mr. do		Male	Labourer	41
50	Mr. do		Male	Labourer	41
51	Mr. do		Male	Labourer	41
52	Mr. do		Male	Labourer	41
53	Mr. do		Male	Labourer	41
54	Mr. do		Male	Labourer	41
55	Mr. do		Male	Labourer	41
56	Mr. do		Male	Labourer	41
57	Mr. do		Male	Labourer	41

Passenger List – the Bonds are recorded under ticket number 31.

According to Allan's service record, in 1916 he was living in Kings Road, Wahroonga, New South Wales with his father. Allan was a motor driver when he enlisted on 13th March 1916, aged 22 years and 3 months. He was 5' 8" tall and

weighed 130lbs. He had a fair complexion, blue eyes with fair hair. His chest measured 32 ½", 35 ½ " expanded. He had a scar in the middle of his forehead. His daily pay was 5 shillings (25p).

He joined the Australian Motor Transport Section of the 2nd Battalion, 19th Regiment and embarked from Sydney on board HMAT A18 *Wiltshire* on 22nd August 1916. He was forced to disembark on 16th September 1916 at Cape Town as he was seriously ill with pneumonia.



HMAT Wiltshire was one of the steamships requisitioned by the Australian Government for use as a troop transport. She was one of the ships of the first convoy which assembled in King George's Sound, Albany, WA, in October 1914 to carry Australian and New Zealand forces to Europe. Wiltshire continued such duties until released by the Australian Government in 1917.

He re-embarked on 27 December 1916 on the *Briton* bound for Devonport where he landed on 30th January 1917. He left Folkestone on 13th March 1917 to reinforce the 53rd Battalion in France, landing at Etaples. By 2nd February 1918 he was in Belgium from where he went back to the UK for 2 weeks leave. He was found absent without leave at 7.30am on 15th February 1918 until he reported at Victoria Station in London at 6am on 16th February 1918. For this he lost 7 days pay.

On 7th April 1918 Allan suffered a severe gunshot wound to the right thigh and hip and was sent to the hospital at Abbeville. The daily extract from the War Diary of the 19th Battalion reads as follows:

WAR DIARY		INTELLIGENCE SUMMARY.		Army Form U. 2118.
Instructions regarding War Diaries and Intelligence Summaries are contained in F. 6. Regs. Part II and the Staff Manual respectively. This page will be prepared in accordance.				
Date	Time	Place	Summary of Events and Information	Remarks and References to Appendices
Bussy (Somme)	6/24 10pm		Bn moved from Bussy by route north to BLANCY TRONVILLE	
	5.15pm		Arrived at BLANCY TRONVILLE. WEATHER very bad, heavy rain + practically no accommodation available. Bn in reserve to pass line through	
	5.30pm		Bn moved from BLANCY TRONVILLE to position about 1/2 mile S of Bussy	
			Supply Requiring in force line	
			Strength of Bn 39 off 961 off	
1st Lt. HARRISON	6 5.20pm		Relief Complete. Section very quiet during the day, no contact	
do.			Strength of Bn 39 off 949 off. Casualties 141 S off. Reserve and NCO	
			Bn on order 11.46 hours with instructions for attack at 5.20am on 7 th inst. B Coy (Capt Wallace) detailed to carry out	
			Main attack in cooperation with 1 Coy of 20 th Bn. 2 Coy (Capt HARRISON) was to attack on evening in Bois de HANNOU. Commenced, but after advancing through the wood, Bn was withdrawn to original position owing to unsuitability of captured ground for consolidating holding - the ground being covered with a very heavy undergrowth, especially in the field of view.	
			56 Prisoners were captured including 30 Germans	
			1 P. S. Stopping who took command of the attacking Bn Coy (Capt Wallace, wounded) was responsible for the capture of these Prisoners + recommended for V.C.	
			Situation on the Bn - front remains quiet during remainder of day	
			Strength of Bn 35 off 922 off Casualties 4 off 644 off	
do.	7 10pm		Bn - front line pushed forward under cover of darkness + distribution of line altered throughout. No enemy detected	
	8		Strength of Bn 31 off 832 off. Casualties 3 off 104 off	

On 10th April he was evacuated to England, landing in Brighton. On 11th April he was admitted to hospital in Colchester from where he was transferred 6 weeks later to the Army Hospital at Dartford and then on to Hindcott on 4th June 1918. A letter advising his father that he was convalescing was sent 10th June 1918.

By 8th September 1918 Allan was able to report for duty at Tidworth. He finally returned to Australia on 4th September 1919. He was discharged on 20th March 1920.

His mother Elizabeth died in Spilsby in 1925 aged 65. Allan married Veronica Hooworth in 1922 in St Leonards, Sydney, New South Wales.

On 20th January 1941 Allan, now living at 28 Park Road, Naremburn declared that he had lost his Soldier's Badge from his coat pocket on Anzac Day 1939. A duplicate was issued on 23rd January 1941.

In June 1963 Charles Allan Bond applied to the Australian Government for repatriation benefits. Upon the return to Australia of the soldiers from the War, the government helped by placing them into employment, or education and taking care of those that were too badly injured to work. In order to meet these needs the Commonwealth established the Repatriation Department, tasked with managing the placement of returned soldiers into employment, training, education, housing. Eventually this also included the colossal task of managing the provision of war pensions, managing repatriation hospitals and convalescent homes and administering the Soldier Settlement Scheme.